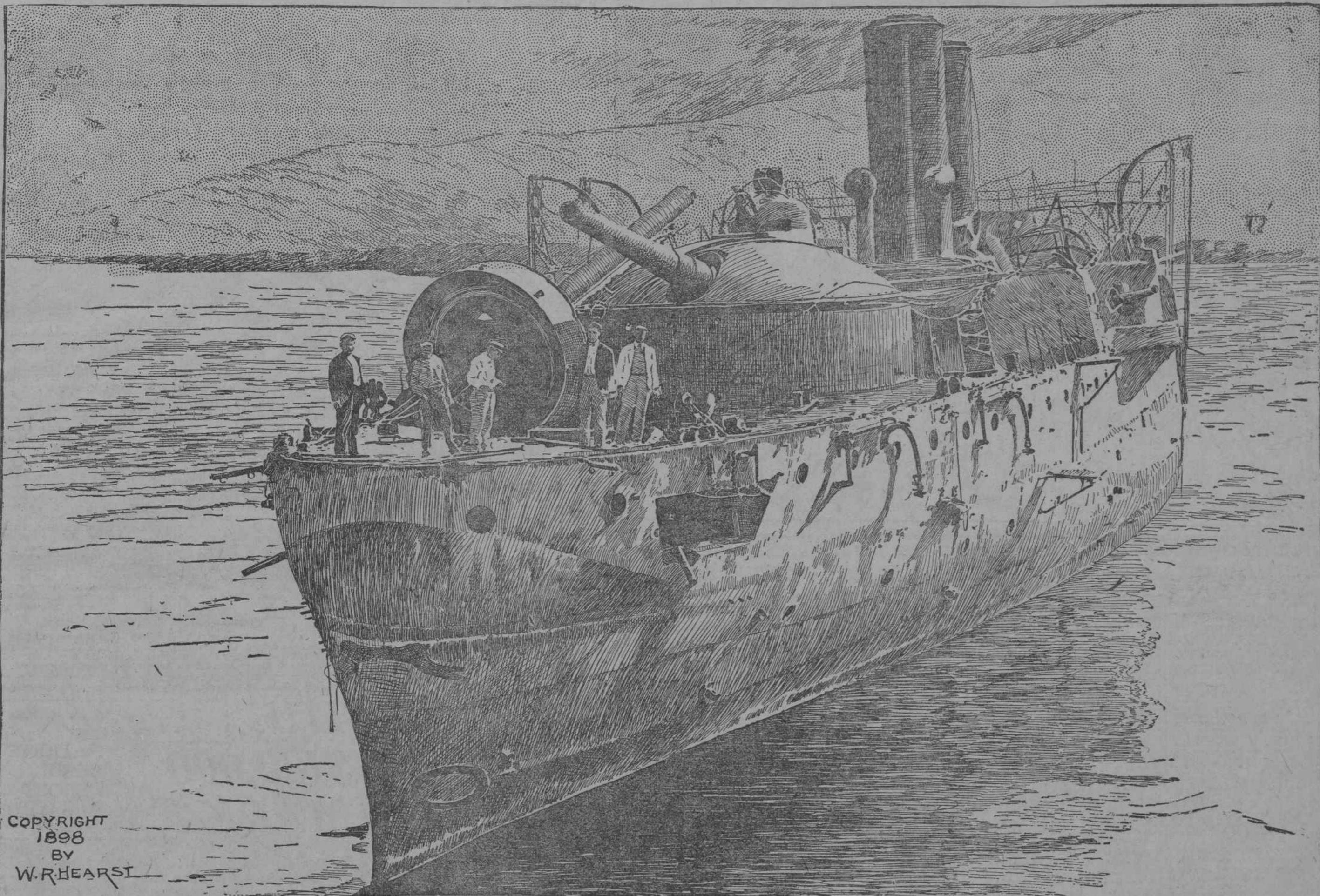


ADMIRAL CERVERA'S FLEET OFF SANTIAGO.

Sampson's Description Illustrated with Vivid Pictures Taken After the Battle by the Journal's Special Photographer.



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W. R. HEARST

THE VIZCAYA AS SHE WAS LEFT BY THE AMERICAN SHIPS.

(From a photograph by J. C. Hemment, Journal special photographer. Copyrighted, 1898, by W. R. Hearst.)

"The Vizcaya was soon set on fire, and at 11:15 she turned in shore and was beached at Ascarraderos, fifteen miles from Santiago, burning fiercely, and with her reserves of ammunition on deck already beginning to explode."

The Iowa, assisted by the Ericsson and the Hist, took off the crew of the Vizcaya.—From Admiral Sampson's report of the great naval combat.

to capture and save her crew, signal was made to cease firing.

The Oregon, proving vastly faster than the other battle ships, she and the Brooklyn, together with the Texas and another vessel, which proved to be our flag ship, continued westward in pursuit of the Colon, which had run close in shore, evidently seeking some good spot to beach if she should fall to elude her pursuers.

5. This pursuit continued with increasing speed in the Brooklyn, Oregon and other ships, and soon the Brooklyn and the Oregon were within long range of the Colon, when the Oregon opened fire with her 13-inch guns, landing a shell close to the Colon. A moment afterward the Brooklyn opened fire with her 8-inch guns, landing a shell just ahead of her. Several other shells were fired at the Colon, now in range of the Brooklyn and Oregon's guns.

Gives Honor to Sampson.

Her commander, seeing all chances of escape cut off and destruction awaiting his ship, fired a lee gun and struck her flag at 1:15 p. m., and ran ashore at a point some fifty miles west of Santiago harbor.

Your flagship was coming up rapidly at the time, as was also the Texas and Wixen. A little later, after your arrival, the Cristobal Colon, which had struck to the Brooklyn and the Oregon, was turned over to you as one of the trophies of this great victory of the squadron under your command.

6. During my official visit, a little later, Commander Egan, of the Resolute, appeared and reported to you the presence of a Spanish battle ship near Altos. Your orders to me were to take the Oregon and go eastward to meet her, and this was done by the Brooklyn, with the result that the vessel reported as an enemy was discovered to be the Austrian cruiser Infanta Maria Teresa, seeking the commander-in-chief.

Brooklyn Fought the Hardest.

7. I would mention for your consideration that the Brooklyn occupied the most westward blocking position, with the Texas, and being more directly in the route taken by the Spanish squadron, was exposed for some minutes, possibly ten, to the gun fire of three of the Spanish ships and the West Battery at a range of fifteen hundred yards from the ships and about three thousand yards from the batteries, but the vessels of the entire squadron, closing in rapidly, soon diverted this fire and did magnificent work at close range.

I have never before witnessed such deadly and fatally accurate

shooting as was done by the ships of your command as they closed in on the Spanish squadron, and I deem it a high privilege to commend to you for such action as you may deem proper, the gallantry and dashing courage, the prompt decision and skilful handling of their respective vessels of Captain Philip, Captain Evans, Captain Clark, and especially of my Chief of Staff, Captain Cook, who was directly under my personal observation, and whose coolness, promptness and courage were of the highest order.

The dense smoke of the combat shut out from my view the Indiana and the Gloucester, but as these vessels were closer to your flagship, no doubt their part in the conflict was under your immediate observation.

Special Mention for Bravery.

8. Lieutenant Sharp, commanding the Vixen, acted with conspicuous courage; although unable to engage the heavier ships of the enemy with his light guns, nevertheless was close into the battle line under heavy fire, and many of the enemy's shot passed beyond his vessel.

9. I beg to invite special attention to the conduct of my flag lieutenant, James H. Sears, and Ensign Edward McCauley, Jr., who were constantly at my side during the engagement, and were exposed themselves fearlessly in discharging their duties; and also to the splendid behavior of my secretary, Lieutenant B. W. Wells, Jr., who commanded and directed the fighting of the fourth division with splendid effect.

He Knew No Fear.

10. I would commend the highly meritorious conduct and courage in the engagement of Lieutenant-Commander N. E. Mason, the executive officer, whose presence everywhere over the ship during the result of this ship's part in the victory.

11. The navigator, Lieutenant A. C. Hodgson, and the division officers, Lieutenant T. D. Griffin, Lieutenant W. P. Rush, Jr., Lieutenant Edward Simpson, Lieutenant J. G. Doyle, Ensign Charles Webster, and the junior division officers were most steady and conspicuous in every detail of duty, contributing to the accurate firing of this ship in their part of the great victory of your forces.

12. The officers of the Medical, Pay and Engineer and Marine Corps responded to every demand of the occasion and were fearless in exposing themselves. The war-

rant officers, Boatswain William L. Hill, Carpenter G. H. Warford and Gunner F. T. Applegate were everywhere exposed in watching for damage, reports of which were promptly conveyed to me.

13. I have never in my life served with a braver, better or worthier crew than that of the Brooklyn, during the combat, lasting from 9:30 until 1:15 P. M., much of the time under fire, they ever flagged for a moment, and were apparently undisturbed by the storm of projectiles passing ahead, astern and over the ship.

14. The result of the engagement was the destruction of the Spanish squadron and the capture of the Admiral and some thirteen to fifteen hundred prisoners, with the loss of several hundred killed, estimated by Admiral Cervera at 600 men.

Brooklyn Has Forty-one Scars.

15. The casualties on board this ship were: G. H. Ellis, chief yeoman, killed; J. Burns, fireman first class, severely wounded. The marks and scars show that the ship was struck about twenty-five times, and she bears in all forty-one scars as the result of her participation in the great victory of your force on July 3, 1898.

The speed-boat hulls were shot away and nearly all the signal hollards. The ensign at the main was so shattered that in hauling it down at the close of the action it fell in pieces.

16. I congratulate you most sincerely upon this great victory to the squadron under your command, and I am glad that I had an opportunity to contribute in the least to a victory that seems big enough for all of us.

17. I have the honor to transmit herewith the report of the commanding officer.

What Cervera Planned.

vanced into close range and opened an irresistible, furious and terrific fire upon the enemy's squadron as it was coming out of the harbor.

19. I am glad to say that the injury supposed to be below the water line was due to a water valve being opened from some unknown cause, and flooding the compartments. The injury to the belt is found to be only slight and the leak small.

21. I cannot close this report without mentioning in high terms of praise the splendid conduct and support of Captain C. E. Clark, of the Oregon. Her speed was wonderful, and her accurate fire splendidly effective. Very respectfully,

(Signed) W. S. SCHLEY, Commodore U. S. Navy, Commanding Second Squadron North Atlantic Fleet. The Commander-in-Chief U. S. Naval Force, North Atlantic Station.

DASHING REPORT BY "BOB" EVANS.

Captain of the Iowa Adds to His Story a Compliment to American Women.

United States Ship Iowa, First Rate, Off Santiago de Cuba, Cuba, July 4, 1898.

Sir: I have the honor to make the following report of the engagement with the Spanish squadron off Santiago de Cuba on the 3d of July.

1. On the morning of the 3d, while the crew was at quarters for Sunday inspection, the leading vessel of the Spanish squadron was sighted at 9:31 coming out of the harbor of Santiago de Cuba. Signal "Enemy's ships coming out" was immediately hoisted, and a gun fired to attract attention. The call to general quarters was sounded immediately, the battery made ready for firing and the engines rung full speed ahead.

2. The position of this vessel at the time of sighting the squadron was the usual blockading station off the entrance of the harbor; Morro Castle bearing about north

and distant about three to four miles. The steam at this time in the boilers was sufficient for a speed of five knots.

3. After sighting the leading vessel, the Infanta Maria Teresa (Admiral Cervera's flagship), it was observed that she was followed in succession by the remaining vessels of the Spanish squadron, the Vizcaya, Cristobal Colon and Almirante Oquendo. The Spanish ships moved at a speed of about eight to ten knots, which was steadily increased as they cleared the harbor entrance and stood to the westward.

Iowa's Fighting Blood Up.

They maintained a distance of about 800 yards from vessels. The squadron moved with precision and stations were well kept. 4. Immediately upon sighting the leading vessel fires were opened, and the Iowa headed toward the leading Spanish ship. About 9:40 the first shot was fired from this ship, at a distance of about 6,000 yards.

The course of this vessel was so laid that the range steadily diminished. A number of shots were fired at ranges varying between 6,000 and 4,000 yards. The range was rapidly reduced to 2,500 yards, and subsequently to 2,000 and 1,200 yards.

5. When it was certain that the Maria Teresa would pass ahead of the Iowa, she was put to starboard and the starboard broadside delivered at a range of 2,500 yards.

The helm was then put to port and the ship headed across the bow of the second ship, and as she drew ahead the helm was again put to starboard, and she received in turn the full weight of our starboard broadside at a range of about 1,800 yards.

Iowa's Terrible Fire.

The Iowa was again headed off with port helm for the third ship, and as she approached the helm was put to starboard until our course was approximately that of the Spanish ship. In this position, at a range of 1,400 yards, the fire of the entire battery, including rapid fire guns, was poured into the enemy's ship.

6. About 10:00 o'clock the enemy's torpedo boat destroyers Furor and Pluton were observed to have left the harbor and to be following the Spanish squadron. At the time that they were observed, and, in fact, most of the time that they were under fire, they were at a distance varying from 4,500 to 3,000 yards. As soon as they were discovered the secondary battery of this ship was turned upon them, while the main battery continued to engage the Vizcaya, Oquendo and Maria Teresa.

Enemy Set on Fire.

The fire of the main battery of this ship

when the range was below 2,500 yards, was most effective and destructive, and after a continuance of this fire for perhaps twenty minutes it was noticed that the Maria Teresa and Oquendo were in flames and were being headed for the beach. Their colors were struck about 10:20 and they were beached about eight miles west of Santiago.

7. About the same time (about 10:25) the fire of this vessel, together with that of the Gloucester and another smaller vessel, proved so destructive that one of the torpedo boat destroyers (Pluton) was sunk and the Furor was so much damaged that she was run upon the rocks.

8. After having named, at 10:25, the Oquendo and Maria Teresa, on fire and ashore, this vessel continued to chase and fire upon the Vizcaya until 10:30, when signal to cease firing was sounded on board. It having been discovered the Vizcaya had struck her colors.

Saving the Vizcaya's Men.

9. At 11:00 the Iowa arrived in the vicinity of the Vizcaya, which had been run ashore, and as it was evident that she could not catch the Cristobal Colon, and that the Oregon, Brooklyn and New York would, two steam cutters and three cutters were immediately hoisted out and sent to the Vizcaya to rescue her crew.

Our boats succeeded in bringing off a large number of officers and men of that ship's company and in placing many of them on board the torpedo boat Ericsson and auxiliary dispatch vessel Hist.

10. About 11:30 the New York passed in chase of the Cristobal Colon, which was endeavoring to escape from the Oregon, Brooklyn and Texas.

11. We received on board this vessel from the Vizcaya, Captain Eulato, the commanding officer, and twenty-three officers, together with about 248 petty officers and men, of whom thirty-two were wounded. There were also received on board five dead bodies, which were immediately buried with the honors due to their grade.

What the Iowa Fished.

12. The battery behaved well in all respects, the dashpot of the forward 12-inch gun, damaged in the engagement of the 2d, having been replaced the same day by one of the old dashpots, which gave no trouble during this engagement.

13. The following is an approximate statement of the ammunition expended during the engagement. A more exact statement cannot be given at this time. Thirty-one 12-inch semi-A. P. shells, with full charges; 35 8-inch common shell, with full charges; 231 4-inch cartridges, com-

mon shell; 1,056 6-pdr. cartridges, common shell; 100 1-pdr. cartridges, common shell. 14. This ship was struck in the hull, on the starboard side, during the early part of the engagement, by two projectiles of about 6-inch calibre; one striking the hull two to three feet above the actual water line and almost directly on the line of the berth deck, piercing the ship's side between frames 9 and 10, and the other piercing the sides and the coffer-dam between frames 18 and 19.

The first projectile did not pass beyond the inner bulkhead of the coffer-dam A 41-43. The hole made by it was large and ragged, being about sixteen inches in a longitudinal direction and about seven inches in a vertical direction. It struck with a slight inclination aft and perforated the coffer-dam partition bulkhead (A 41-43, 45-47). It did not explode and remained in the coffer-dam.

Shell Exploded on Iowa.

The second projectile pierced the side of the ship and the coffer-dam A 105, the upper edge of the hole being immediately below the top of the coffer-dam on the berth deck. In compartment A 104, the projectile broke off the hatch plate and coaming of the water tank compartment, exploded and perforated the walls of the chain locker.

The explosion created a small fire, which was promptly extinguished. The hole in the side made by this projectile was about five feet above the water line and about two or three feet above the berth deck.

One fragment of this shell struck a link of the sheet chain wound around the 6-pound ammunition hoist, cutting the link in two. Another perforated the coffer-dam on the port side and slightly dished the outside plating.

15. There were no casualties among the ship's company to report. No officer or man was injured during the engagement.

16. After having received on board the rescued crew of the Vizcaya this vessel proceeded to the eastward and resumed the blockading station in obedience to the signal made by the Commander-in-Chief, about 11:30.

Cervera Taken Aboard.

17. Upon arriving in the blockading station, the Gloucester transferred to this vessel Rear Admiral Cervera, his flag lieutenant and the commanding officers of the top-